

INFORMATION REPORT

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25 COUNTRY Germany (Russian Zone)

25 SUBJECT Stahl-und Walzwerk Brandenburg

DATE DISTR. 6 May 1952

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THIS IS UNEVALUATED INFORMATION

1. Late in April 1951, the Stahl-und Walzwerk Brandenburg produced 8.4 tons of steel per hour, and on 9 May 1951 the production declined to 6.9 tons per hour. Operational breakdowns of the furnaces and the shortage of lime and pig iron fluxes were responsible for the production decline.
2. The SWB is scheduled to be equipped with a two-high rolling train for ingots with a maximum weight of 2.5 tons, to be completed by 1 December 1951. The 850-mm wide two-high rolling train is already under construction in the Krupp-Gruson Plant in Magdeburg. The construction of the rolling train was temporarily halted when all the members of the technical designing office of the Krupp-Gruson Plant, numbering about 30 men, went to Western Germany on 1 April 1951. The construction projects were then taken over by the special technical designing office at 28 Rosenthalerstrasse in Berlin which is subordinate to the Central Technical Designing Office (ZKB) on the Mauerstrasse in Berlin, managed by one Clemens (fnu). The special technical designing office has 60 employees. The chief of this office is Dipl. Ing. Mueller (fnu) and his deputy is Engineer Schmidt (fnu).
3. On 12 May 1951, a meeting was held in the office of the manager of the SWB, one Franz (fnu). The meeting was attended by the manager Clemens, the engineer Mueller and the government representatives Wizezez (fnu), and Lenbach (fnu), from the Main Department for Metallurgy. The agenda of this meeting included a discussion of the planned rolling mill. Manager Franz emphasized in the meeting that the motors required for the rolling trains must be procured as quickly as possible. Two electric motors of 3,500 kw each were ordered from the AEG Plant on the Huttenstrasse in the British sector of Berlin. These motors are needed to drive the rolling trains and must be delivered immediately, if the rolling mill is to start operation on 1 December 1951, as scheduled. However, the export licence from the authorities of the Western Zone could not be obtained. The AEG office at 160 Hohenzollerndamm in Berlin-Grunewald made the offer to sell those motors on 16 September 1950, according to a letter sent by the AEG to the SWB late in May 1951. The two signatures on this letter were illegible. One signature

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- 2 -

was either Stegmann (fnu) or Hegemann (fnu). In a meeting held on 6 July 1951, manager Franz announced that recent negotiations with the AEG representative Kaufmann (fnu) have shown that the AEG is still willing to deliver the electric motors ordered.

4. Four electric motors of 1,000 kw each would have to be procured from the Sachsenwerk in Niedersiedlitz (N 52/F 29) if the AEG Plant cannot supply the motors ordered. However, in this case the 850-mm rolling train could not start operation until 1 October 1952 at best, as the Sachsenwerk would still have to build the required motors.
5. The chief construction manager for the entire Steelworks who is in charge of the preliminary planning, designing, and construction work, as well as being liaison agent to the Ministry of Finance, is one Wassermann (fnu), who is 50 to 55 years old. He was formerly a municipal architect in Schneeberg/Erzgebirge (N 51/K 13).

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